"The best that modern engineering skill can give you"

The

DENNIS

30 cwt. CHASSIS

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DENNIS BROS., LTD.
Guildford, England

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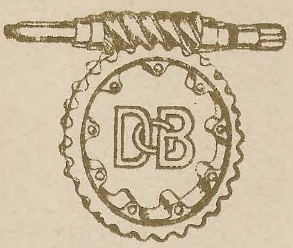
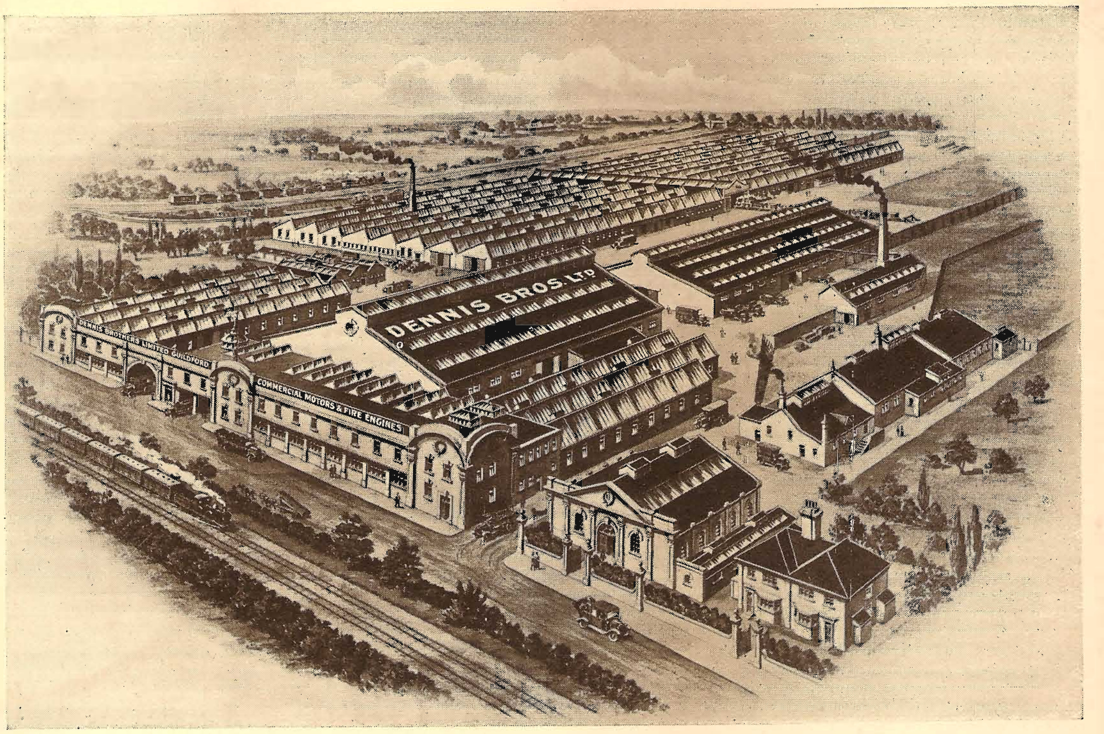


"Established in 1895, Messrs. Dennis Bros., Ltd. are known the world over, in automobile circles, as the originators of the worm gear."
The Times, March 7th, 1913


DENNIS BROS. LTD.
DENNIS BROTHERS LIMITED GUILDFORD
COMMERCIAL MOTORS & FIRE ENGINES

Messrs. Dennis Bros.' Guildford Factory.

The New 30 cwt. Dennis Chassis

NOTHING succeeds like success and that obtained with Dennis vehicles is almost phenomenal. For many years there have been no more popular chassis, for they have borne the test of time, giving wonderfully efficient service, combined with low running cost, in many cases after ten, and even more, years of active life.

As long ago as 1913 *The Times* said :—" To a very great extent Great Britain owes her pre-eminence in commercial motor-cars to the foresight, energy, and resource of the firm of Dennis Bros., Ltd., of Guildford. Established in 1895, Messrs. Dennis Bros., Ltd.," our leading journal went on to say, " are known the world over, in automobile circles, as the originators of the worm gear. They were the pioneers of this remarkable invention, which has revolutionized the motor industry, at a time when experts unanimously declared that they were wrong. They stuck to their opinion and their sound judgment is now proved by the almost universal adoption of the innovation."

In introducing our 30 cwt. chassis, we would like to emphasize that this entirely new model has been by no means hastily produced ; many of its features are the result of very careful and prolonged tests and experiments carried out in the factory, and on the road, and, to quote another authority, it may be said of this as of all other Dennis models that the chassis is a " representation of ripe experience accumulated over thirty years of sound work."

A large number of these chassis have been in operation for goods and passenger service, both at Home and Overseas, for the past two years, and the experience thus acquired under the most exacting road conditions has been duly noted and turned to good account by those responsible for the final design.

Our aim throughout has been to evolve, not a cheap machine, but one that should combine all that is best in high-class engineering practice—in a word, to produce a machine that will give "no-trouble" service under all working conditions. Thus, while pneumatic tyres are optional wheel equipment, the chassis has been constructed throughout to withstand the effects of shocks and vibrations experienced when running continuously over indifferent road surfaces with solid-tyred wheels.

At the same time, very careful attention has been paid to the question of unladen weight, and the use of the highest grade material has, in spite of its sturdy construction, ensured a light chassis. The weight of the complete chassis, with lighting set, is only 29 cwt., fitted with pneumatic tyres.

In conformity with usual Dennis practice, the importance of ease of maintenance has been constantly borne in mind, and not only are all parts requiring occasional attention easily accessible, but dismantling of the main components can be effected with very little trouble.

This applies particularly to the engine, clutch, and gearbox, which unit can be easily detached from the chassis. Then, again, the driver's duties in looking after the machine are rendered as light as possible, grease-gun lubrication being provided throughout the chassis, whilst the illustrations will show that the importance of a good general appearance has not been overlooked.

To produce, at a popular figure, a vehicle that has been built up to a standard and not down to a price called for very extensive manufacturing facilities, and an installation of the most modern machinery and plant, and these conditions exist in a very high degree at both our Guildford and Coventry factories, where the workshops cover an area of 25 acres.

An essential feature of such a programme is that there must be standardization ; consequently every part of the Dennis 30 cwt. model, like the larger Dennis chassis, is made to jig, which ensures perfect accuracy of all parts and absolute interchangeability.

Not only first outlay, but running costs, have been the subject of much consideration, and, with a view to improving petrol consumption, we have adopted a four-speed forward gearbox. The change speed lever is carried on the side, as not only are we convinced that this is the best position, but it also possesses the practical advantage, in the case of passenger vehicles, of allowing an extra passenger to be accommodated on the front seat.

The petrol and oil consumption during exhaustive trials, on average roads, was 20 miles per gallon of petrol, and 800 miles per gallon of oil. With the chassis weight of 29 cwt., body weight 10¾ cwt., driver, spare wheel and tools 3¼ cwt., and a net load 30 cwt, the aggregate gross weight of the vehicle was 3 tons 13 cwt., which gives a fuel consumption figure of 73 ton miles per gallon.

The running speed of the lorry on these trials was 23-25 miles per hour, but there is no difficulty in obtaining 33 miles per hour on the level with a full load.

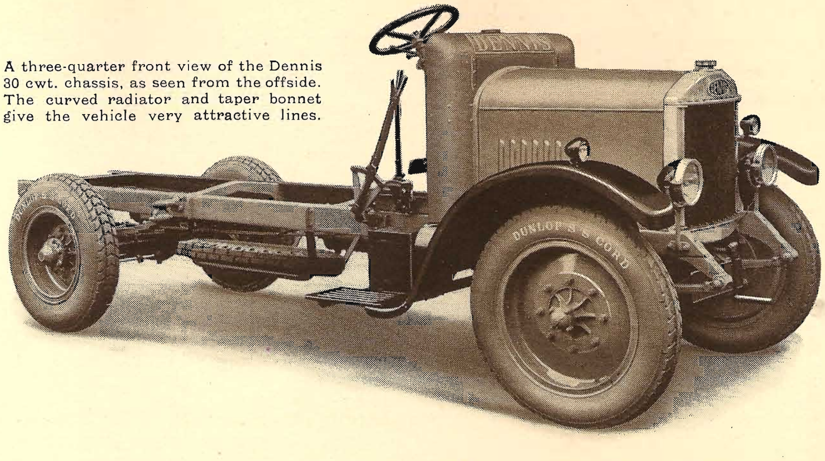
The powerful 85 m/m bore × 120 m/m stroke engine, which develops 30 h.p at 1,500 r.p.m., will enable the vehicle, with a full load, to climb a gradient of 1 in 4¾ on reasonably good-surfaced roads.

The excellent results of the practical tests to which the many vehicles on the road have been put during the past twenty-four months, enable us to place the new 30 cwt. model in bulk production in the fullest confidence that its reliability and all-round efficiency will be at least up to the high standard of other Dennis productions.

We offer this new chassis with our reputation behind it, and supported by the prestige that has accrued to us, as the pioneers of the worm drive, and the first firm successfully to adopt the turbine pump to motor fire engines.

The full specification which follows will well repay careful study.

An example of Attractive Coachwork on a 30 cwt. Dennis Chassis.



A three-quarter front view of the Dennis 30 cwt. chassis, as seen from the offside. The curved radiator and taper bonnet give the vehicle very attractive lines.

Constructional Details of the Dennis 30 cwt. Chassis

ENGINE—Four-cylinder type, cast *en bloc*, bore and stroke 85 by 120 m/m ; developing 30 h.p. at 1,500 revs. per minute, and 35 h.p. at 2,000 revs. per minute. The valves are all placed on one side, and the valve stems, together with the adjustable tappets, are enclosed by an oil-tight cover which can be removed for the purpose of adjustment. The cylinders and top half of crankcase are cast in one piece, while the cylinder head is detachable. The engine, clutch and gearbox are built up in one unit, and suspended from the main frame at three points, thus ensuring flexibility and preventing any lack of alignment. The complete unit is easily detached from the chassis.

Lubrication of the engine is carried out by a pump driven from the camshaft. The oil is carried to and distributed by the hollow camshaft to the main crankshaft bearings. The crankshaft is drilled to allow the oil to be led direct to the connecting-rod bearings, and the overflow from these bearings lubricates the piston and gudgeon pin bearings by splash. The filler for the oil tank and the " sight rod " oil gauge are both on the same side of the engine.

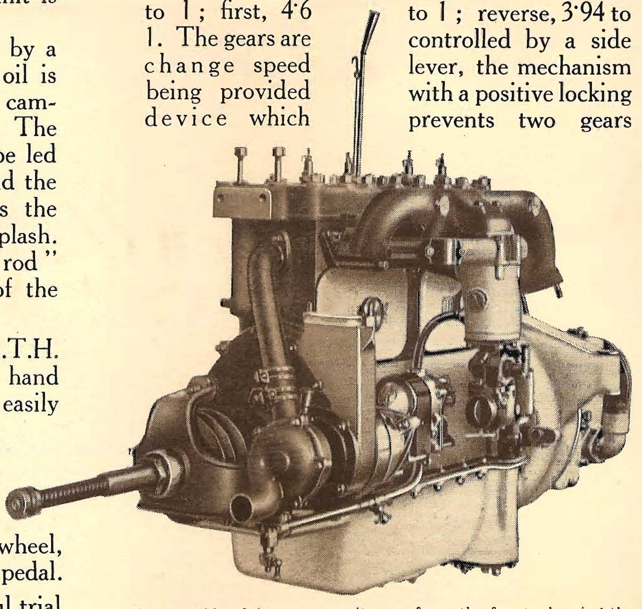
IGNITION—Ignition is by high-tension B.T.H. magneto. The timing is variable by hand control, and the complete magneto is easily detachable.

CARBURETTOR—Automatic type, fed from a 10-gallon petrol tank. The control of the carburettor is carried out by hand from a control lever under the steering wheel, and by foot from the usual type accelerator pedal.

WATER CIRCULATION—After a careful trial with the Thermo-Syphon system, it was decided to adopt the water pump circulation as being much superior, especially in hilly and in tropical countries. Provision is made for draining all water from the system for winter conditions.

CLUTCH—The clutch is of the external cone type, faced with fabric. It has three external springs, very accessible and easily adjusted. An adjustable clutch-stop is provided.

GEARBOX—The gearbox is arranged to give four forward speeds and reverse. The fourth speed is direct, and the standard ratios are—fourth, 1 to 1 ; third, 1·63 to 1 ; second, 2·82 to 1 ; first, 4·6 to 1 ; reverse, 3·94 to 1. The gears are controlled by a side change speed lever, the mechanism being provided with a positive locking device which prevents two gears



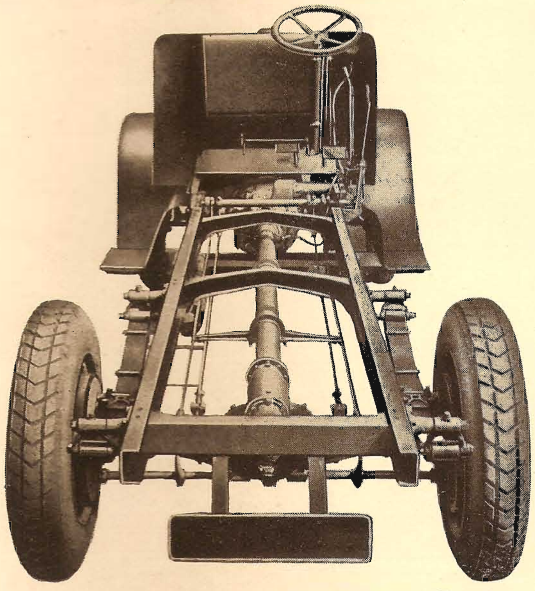
The nearside of the power unit, seen from the front, showing the tappet covers that enclose all the valve stems, the accessibility of the pump, magneto, and carburettor.

being meshed at the same time. The main gearbox shaft runs on ball bearings, while the secondary shafts run on roller bearings. The gears are of 6/8 pitch, and are of such width as to ensure long service, the material being chrome nickel steel. The shafts are of large diameter, splined to take the drive from the gears, and are made as short as possible in order to prevent deflection.

UNIT—The engine, clutch-housing and gearbox are bolted up to form a single unit, which is very rigid, and which at the same time allows great accessibility. The big-end bearings can be examined and adjusted by taking off the oil sump, and the gearbox by removing the top cover which carries the change speed mechanism. The gearbox can be taken down as a unit, after removing the propeller-shaft and brake connections, and the clutch itself forms a self-contained unit which can then be removed.

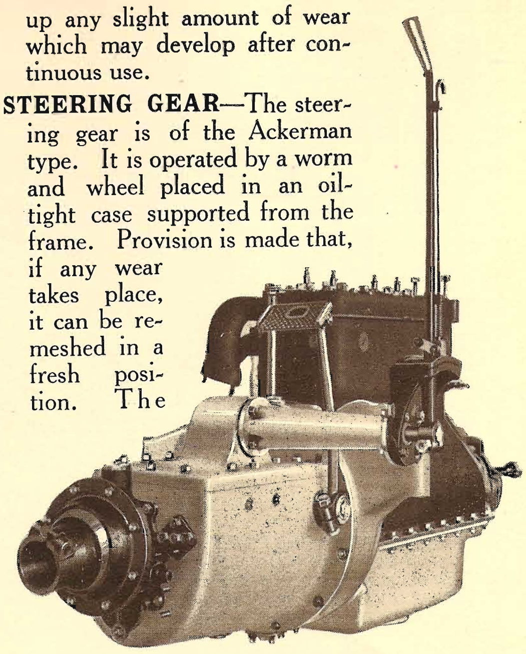
TORQUE TUBE—The torque tube is provided with a spherical head which not only takes the driving torque and the brake reaction from the rear axle, but also takes the thrust necessary to propel the vehicle. The tube, with its flange at one end, is all made in one piece, and is of large diameter. Tapering from the rear axle to the ball end, it encloses the tubular propeller-shaft which transmits the drive from the universal joint at the back end of the gearbox to the worm.

FRONT AXLE—The front axle is an " H " section stamped from special steel and heat treated. The swivels are fitted with ball thrust bearings. The front road wheels are fitted with taper roller bearings, which can be adjusted to take up any slight amount of wear which may develop after continuous use.



The Dennis 30 cwt. chassis, as seen from the rear. Note the large diameter rear brakes, detachable pot axle, balanced arbor shaft with spherical head, sturdy cross members, etc.

STEERING GEAR—The steering gear is of the Ackerman type. It is operated by a worm and wheel placed in an oil-tight case supported from the frame. Provision is made that, if any wear takes place, it can be remeshed in a fresh position. The cross steering connection has ball joints provided with grease-gun lubricators, while the connection to the steering gearbox has spring-loaded ball-joints, each of which is adjustable for wear and provided with grease-gun lubricators.



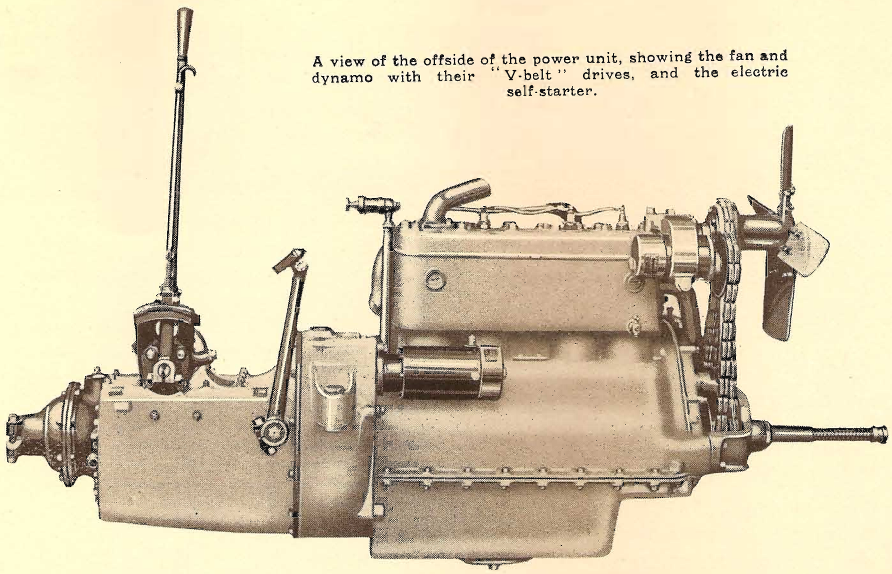
The engine, clutch and gearbox of the 30 cwt. chassis form a single unit, here shown in a three-quarter view taken from the rear. The large detachable cover opens up the gearbox and clutch for inspection.

WHEELS—These are hollow spoke cast steel, for cushion tyres. Pneumatic tyres are fitted to detachable pressed steel disc wheels, which are held in position by 8 bolts provided with spherical seated nuts.

TYRES—The standard fitting is Cushion (Dunlop or other makes), 34 in. (110 m/m for 720 m/m front and 140 m/m for 720 m/m rear, rim fitting). Pneumatic tyre sizes (straight-sided Dunlop) are 33 in. by 5 in. front and 34 in. by 7 in. rear. With the pneumatic tyre equipment is supplied one spare detachable disc wheel fitted with a cushion tyre 34 in. (110 m/m for 720 m/m rim fitting), as well as a brace spanner and a rim operating tool. The cushion-tyred wheel acts as a spare for either the front or rear wheel.

FRAME—The frame is of pressed steel channel section, provided with pressed steel cross members.

BACK AXLE—The axle is contained in a steel casing which carries the whole weight of the vehicle. The power is transmitted to it through special high-efficiency Dennis worm gearing. The top cover of the steel casing is easily removable without taking down the axle or the wheels. When removed, it carries



A view of the offside of the power unit, showing the fan and dynamo with their "V-belt" drives, and the electric self-starter.

with it the worm and wheel and the differential gear. The live axles themselves can be easily withdrawn without removing the wheels or jacking up the chassis. An oil filler is fitted in an accessible position at the back of the axle casing, and enables the oil level to be easily ascertained. The rear wheels run on hardened and ground bearings, which are fitted with gun-metal floating bushes.

BRAKES—Both the foot and hand brakes are lined with asbestos fabric, and are of the internal expanding type, acting on 16 in. diameter brake drums bolted to the rear hubs. Special provision is made to prevent grease from finding its way on to the brake surfaces. Cams are used to expand the brake shoes, and adjustment can easily be made by means of large adjusting nuts which are placed in an accessible position at the rear end of the brake pull rods.

ROAD SPRINGS—These are of special design. The rear springs are 3 in. wide and allow for ample deflection, and the front springs are 2 in. wide and are also very flexible, thus ensuring absence of vibration while the vehicle is travelling on bad roads. The spring shackle bolts are all provided with grease-gun lubricators.

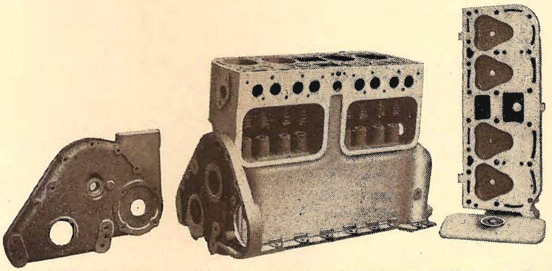
PETROL CONSUMPTION—18-20 miles to the gallon.

OIL CONSUMPTION—One gallon to 800 miles.

EQUIPMENT—Each chassis is equipped with a Lucas electric lighting set, consisting of two large commercial type electric head lamps, 2 side lamps mounted on the wings, and tail lamp, wired up to accumulator and lighting dynamo; electric horn; the usual roll-up kit of tools; front mudguards and step; lifting jack; speedometer and mileage indicator, driven positively from the rear of the gearbox. Provision is also made for fitting a self-starter and a mechanically-operated tyre pump at a slight extra cost.

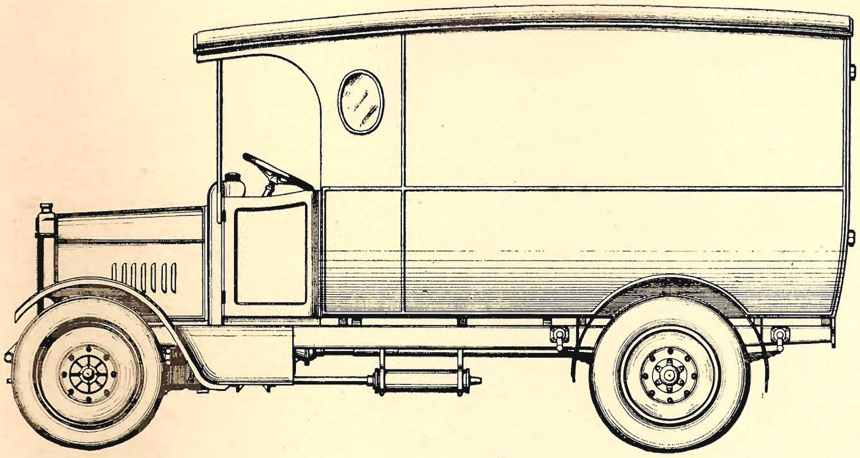
CHASSIS PARTICULARS

Length overall	16 ft. 7⅝ in.
Width overall	5 ft. 7⅜ in.
Dash to end of frame	12 ft. 9 in.
Dash to centre of back axle	8 ft. 8½ in.
Width of frame	2 ft. 6 in.
Height of frame loaded (with cushion tyres)	2 ft. 4$\frac{7}{16}$ in.
Height of frame loaded (with pneumatic tyres)	2 ft. 4¼ in.
Wheelbase	11 ft. 0 in.
Wheel track	4 ft. 8 in.
Ground clearance under rear axle	10⅝ in.
Turning circle (approximately)	40 ft.
Weight (approximately)	29 cwt.
Body weight (allowed for)	10¾ cwt.
Driver, spare wheel, and tools	3¼ cwt.
Load	30 cwt.
Total gross weight	73 cwt.

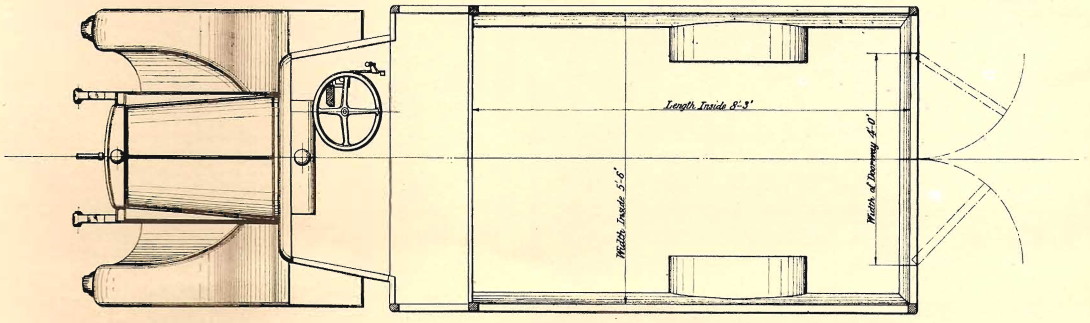


Showing some of the principal castings of the engine. Left to right—timing gear casing, cylinder block (with valves assembled) and crankcase, tappet cover, and specially designed detachable cylinder head.

The Standard 30 cwt. Dennis Box Van

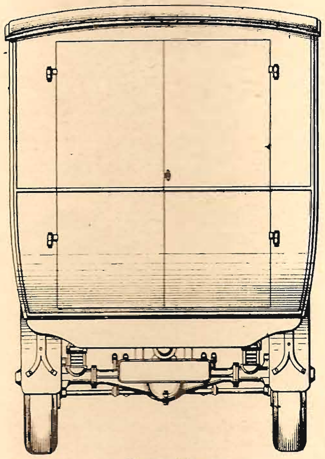


Side View.



Sectional Plan.

Specification of Standard Box Van



Rear View.

The framing is constructed with well-seasoned selected English ash and oak, strengthened with forged and malleable iron corner plates and brackets. Roof of tongued and grooved yellow deal covered with special roofing canvas. Double doors at rear hung on special improved pattern hinges.

Body panels in silver finish 22-gauge steel. Sundeala or armoured three-ply birch. Interior fitted with the necessary casings and linings for panel protection.

Floor of tongued and grooved yellow deal with iron wearing strips.

Ample room and comfortable seat for driver and roundsman, with hair-stuffed cushion and back rest.

Two-piece windscreen, top portion to open outwards.

Painted grey, ready for final painting and lettering.

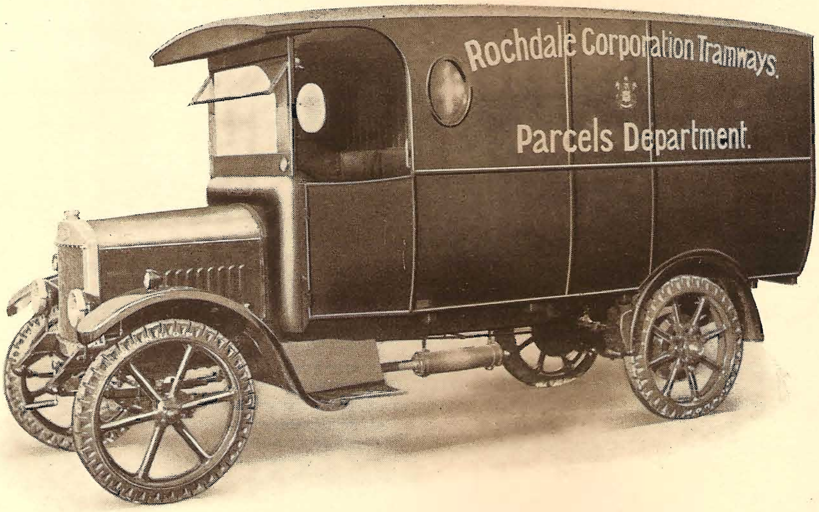
Height inside body on centre line (floor to underside of hoop shield) 5 ft. 6 ins.

Length inside body, 8 ft. 3 ins. Width inside body, 5 ft. 6 ins.

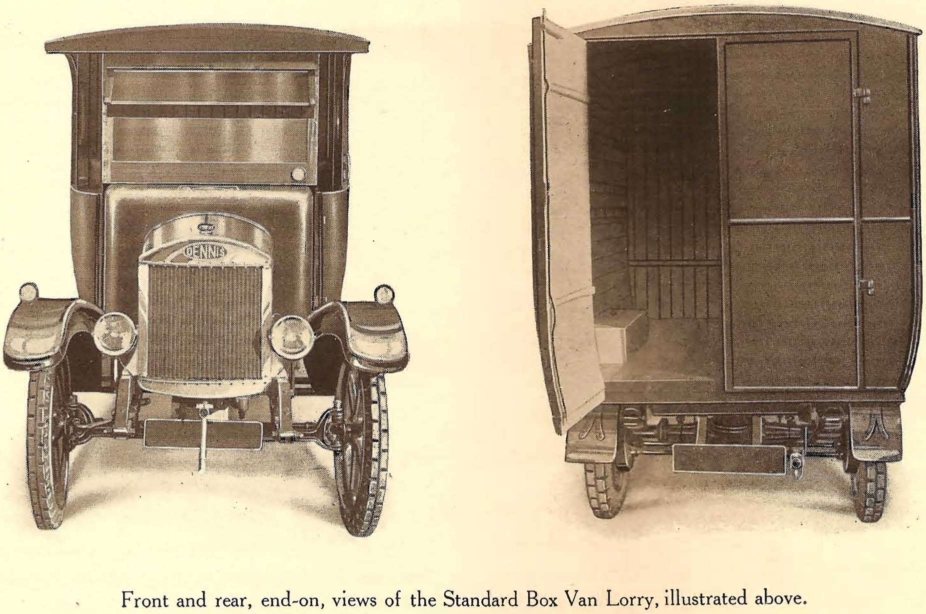
Width of rear doorway, 4 ft. Height of rear doorway, 5 ft.

Cubic capacity behind the driver's seat, 240 cubic feet.

Standard Box Van on 30 cwt. Chassis

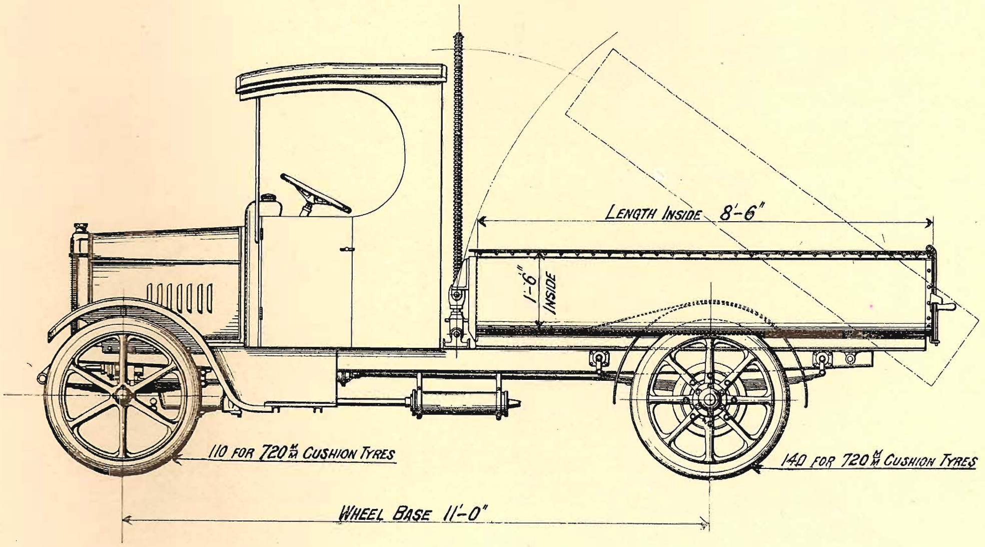


A Standard Box Van Body mounted on a 30 cwt. Chassis, fitted with Cushion Tyres.

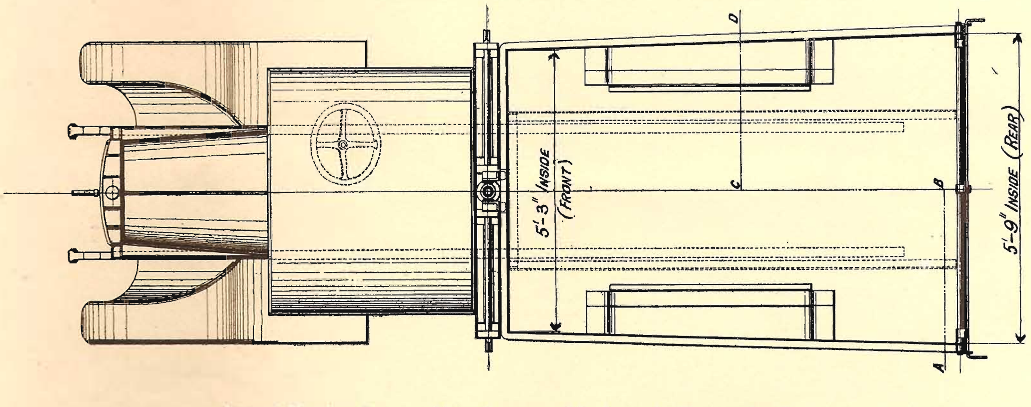


Front and rear, end-on, views of the Standard Box Van Lorry, illustrated above.

Dennis 30 cwt. Tipping Lorry



Elevation of 30-cwt. Tipping Lorry, showing Angle of Tip.



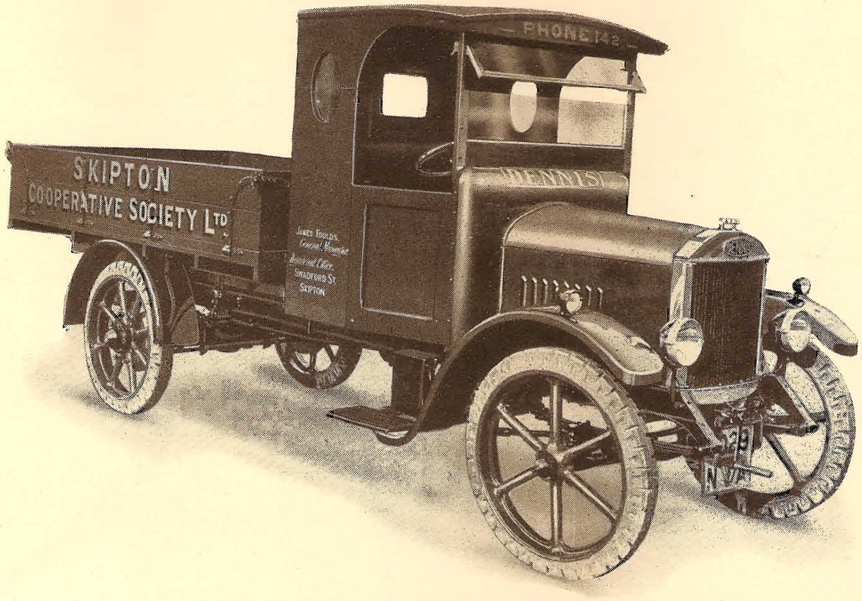
Plan of Tipping Lorry. Note the tapered body, to facilitate unloading.

Brief Specification of Tipping Lorry Body

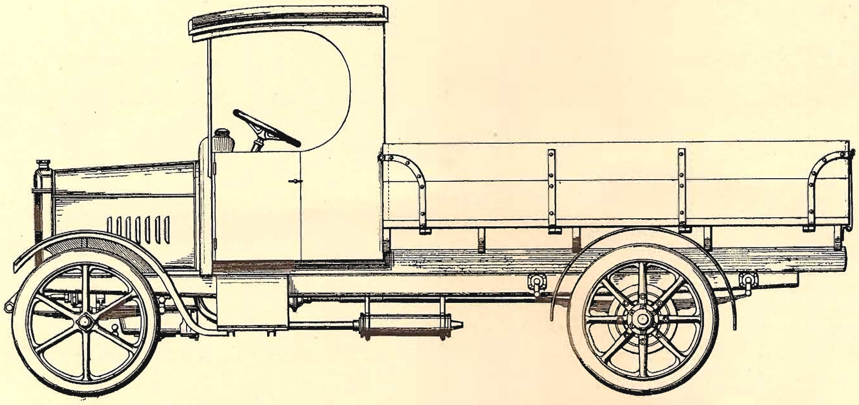
In the above illustrations a steel body is shown, with wheel arches, in order to secure a low loading line. The body-work of the Standard Tip Wagon is of wood, and without wheel arches. Its construction is similar to the Lorry Body (Page 9) with the exception that it tapers outwards towards the rear, to facilitate emptying, and that the tailboard, only, is hinged, the sides being fixed.

The body is tilted by the rotation of a vertical shaft having a substantial thread, located behind the cab. It is driven through a pair of bevel wheels that connect it with a horizontal shaft running transversely. To either end of the latter shaft may be fitted a detachable crank-handle, easily operated by one man.

30 cwt. Dennis Hinge-sided Lorry



30 cwt. Standard Hinge-sided Lorry fitted with Cushion Tyres.
The Co-Operative Societies of Great Britain operate over 1,000 Dennis Vehicles.



Drawing of Standard 30-cwt. Hinge-sided Lorry fitted with cushion tyres. Side View.

Specification of 30 cwt. Lorry Body

Framing in selected and well-seasoned English ash and oak.

Sides of British Columbia or Oregon pine.

Floor of tongued and grooved yellow deal.

Half-round iron wearing plates on floor, also on top edge of sides and tailboard.

Sides can be made fixed or hinged, and detachable.

Tail board hinged and also detachable.

Cab has ample room and comfortable seat for driver and roundsman, with hair-stuffed cushion and back rest, and window in rear.

Ironed up with mild steel forgings and pressings.

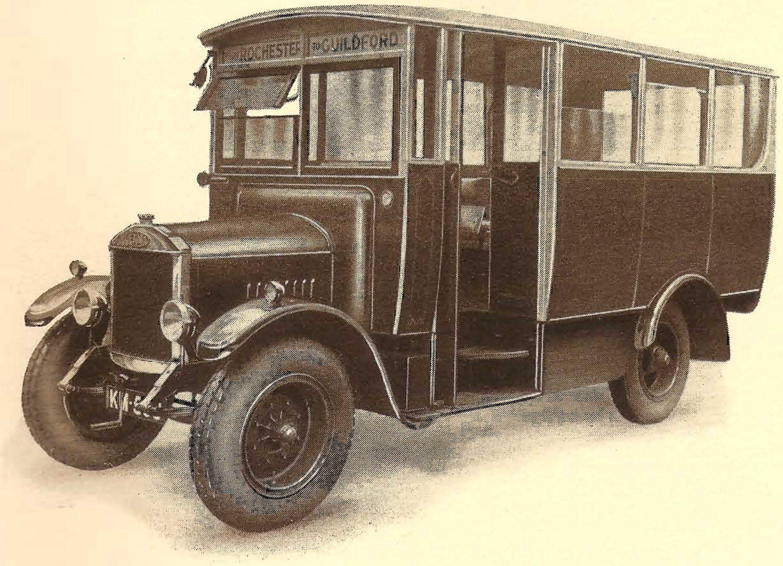
Two-piece windscreen, top portion to open outwards.

Painted grey, ready for final painting and lettering.

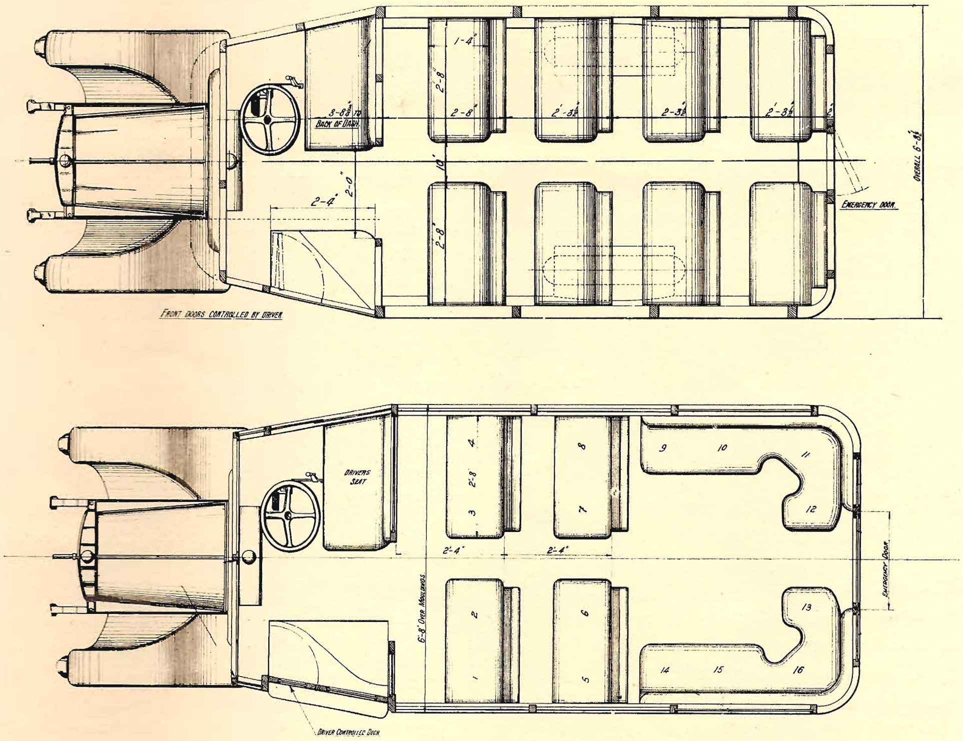
Body measurements—

Length inside	8 ft. 6 in.
Width inside	5 ft. 6 in.
Height of sides	1 ft. 6 in.
Cubic capacity to top of sides	2¾ cub. yds.
Approximate loaded height of platform ...	3 ft. 4¾ ins.
Wheel base	11 ft. 0 in.
Wheel track	4 ft. 8 in.

The 16-Seated Dennis Saloon Bus

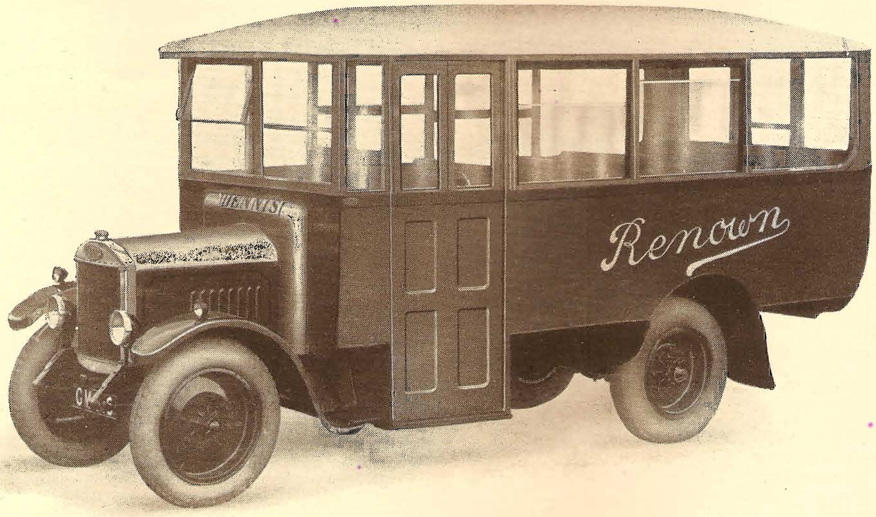


This Saloon Bus has seating accommodation for 16 passengers.

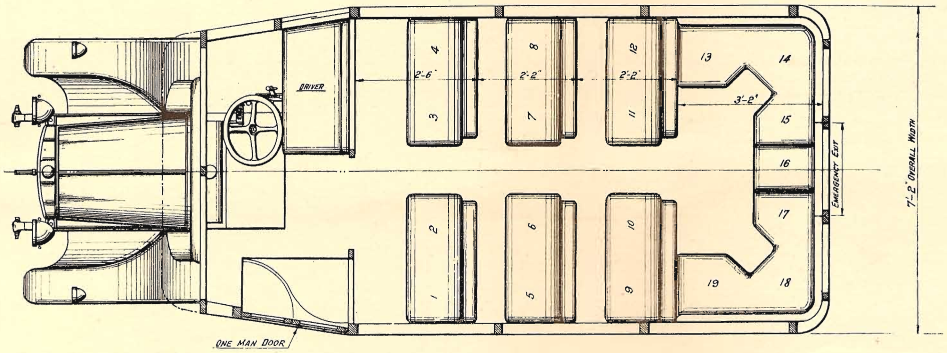


Plans of alternative Seating Accommodation in the above Bus.

The 19-Seated Dennis Saloon Bus



The Saloon Bus, illustrated above, will accommodate 19 passengers seated.



Seating Plan of above Bus.

Brief Specification of 16-19 Seated Saloon Bus Bodies

Pillars, rails, cross-members and runners are of dry selected ash and oak.

Exterior panels of 22G steel, rear corner panels beaten to shape, and interior panels constructed of three-ply birch.

Floor of $\frac{3}{4}$ in. red deal, tongued and grooved. Inspection traps fitted over gearbox and rear axle.

The outer roof is supported on ash hoopsticks, having a camber of 9 in., strengthened with mild steel brackets and plates. Roof boards of spruce or B.C. pine.

All main windows glazed with sheet plate glass, and two on each side can be made to drop, if required, in which case they are provided with necessary spring balances and anti-rattle devices.

A half partition, glazed in the upper part, divides the coach behind the driver.

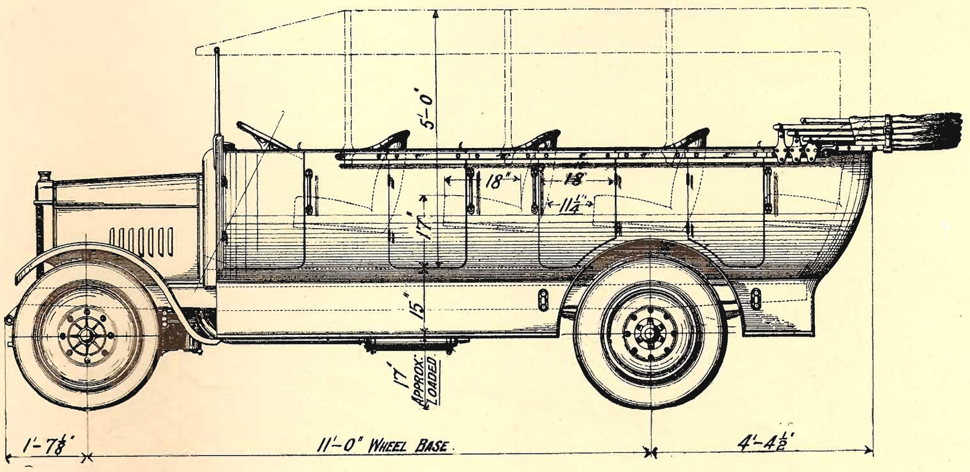
Front entrances with sliding door give access to the body-work. Emergency door at rear.

Driver's screen extends up to, and is fitted to, overhead canopy extension.

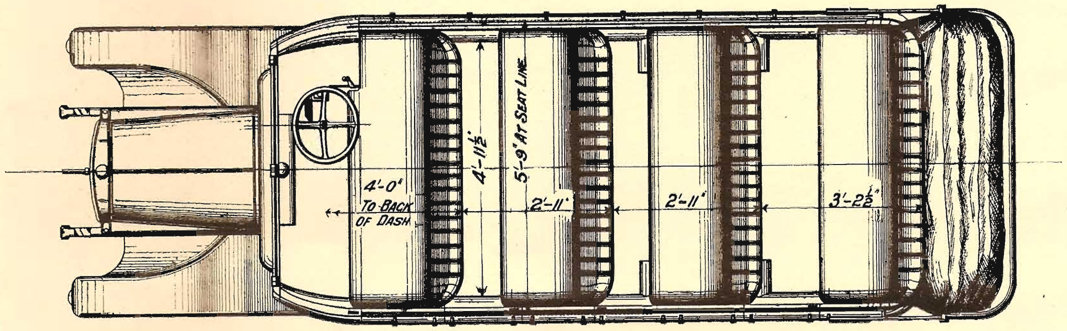
All upholstery in moquette or leather cloth. Seat backs covered to match, also inside of omnibus up to height of seats. Bracket on offside of driver's seat to accommodate the fire extinguisher.

The whole mounted on the chassis, fitted with mudguards, and painted in first-class coach style to any approved colour.

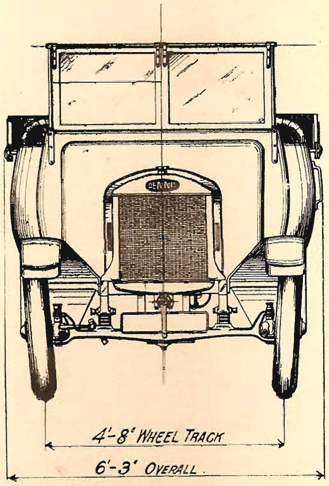
Standard 16-Seated Motor Coach Body



Side View.



Plan View.



Front View.

Brief Specification of Standard 16-Seated Motor Coach Body

Framing of selected and well-seasoned English ash and oak. Bottom tongued and grooved yellow deal; heel boards and seat framing of American cotton wood.

Doors to all seats on near side and to off side of front seat, fitted with slam lock and rubber silencers.

Dennis patent hood (Patent No. 1773) which is exceptionally easy to put up and down, with all-weather side curtains.

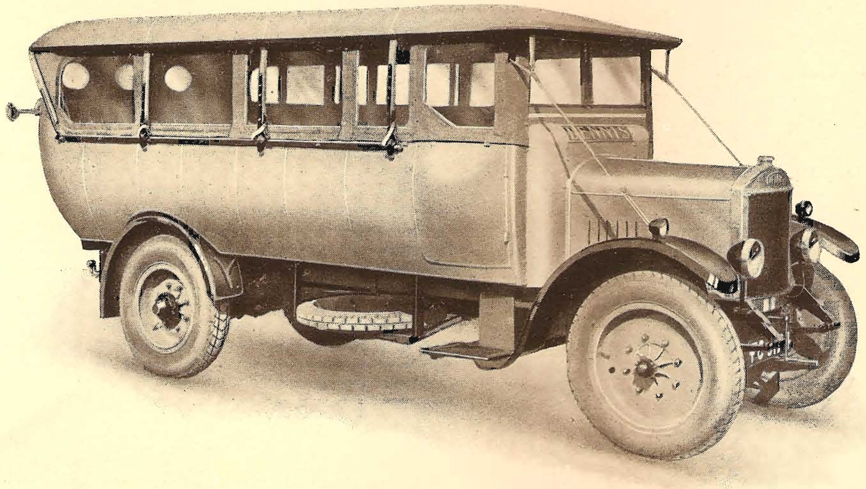
Steps covered with linrubber and brass edging.

Leather upholstery. Spring cushions, and backs hair stuffed.

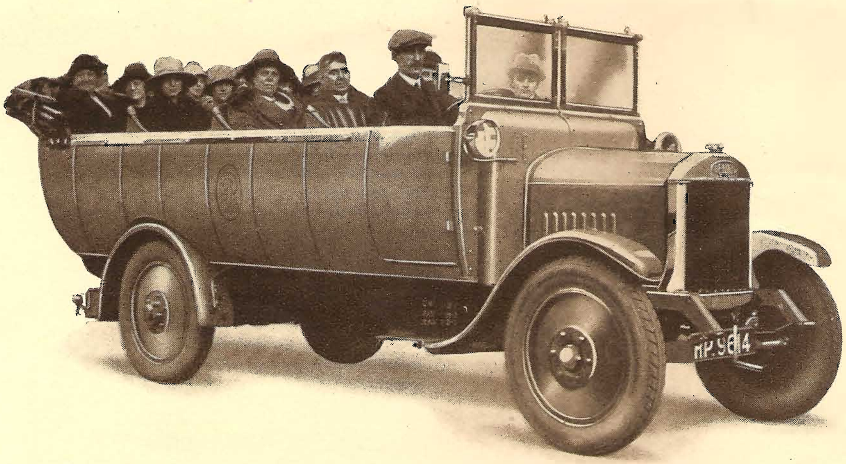
Windscreen in three pieces, top portion to open outwards.

Filled up, rubbed down, painted and varnished to any approved colour in the best coach style.

The Standard 16-seated Dennis Coach

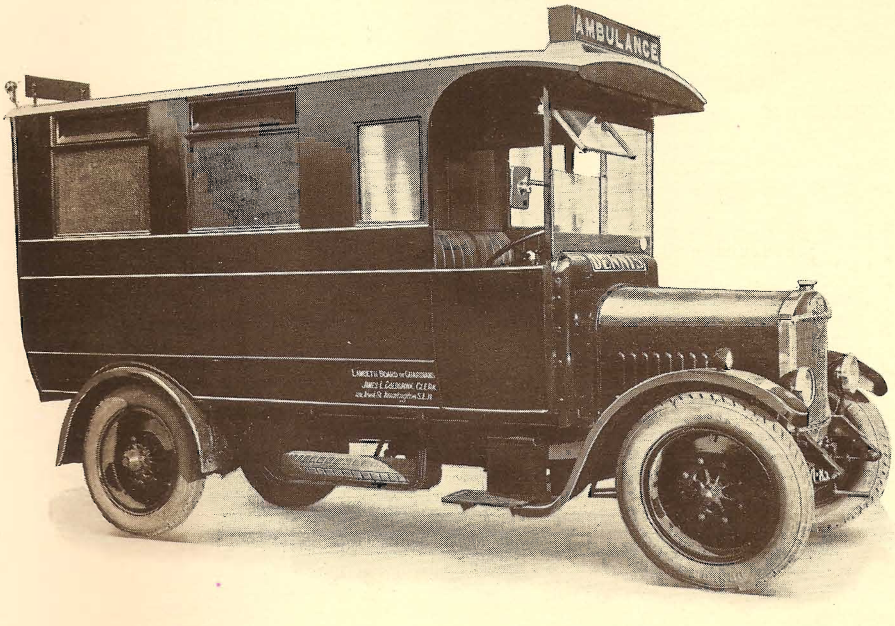


This photograph shows how completely the passengers are protected from the weather by the combination of hood and side-screens on all Dennis motor coaches.

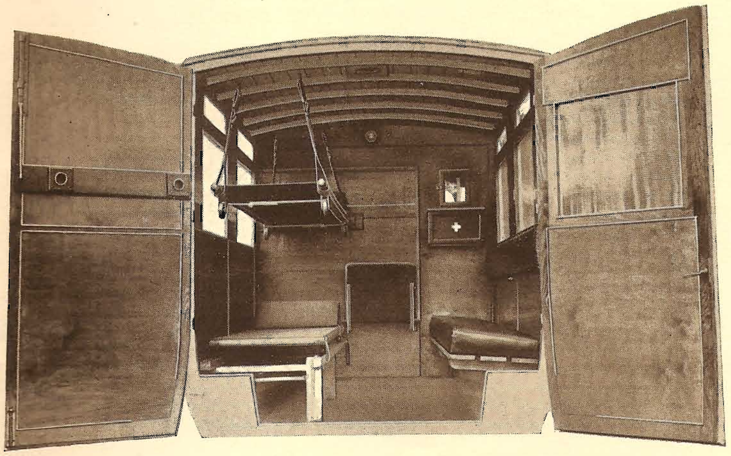


" We think, as our coach is one of the first to be fitted on this chassis, you will be interested to hear that the machine has given every satisfaction, and is very popular with our passengers. We expected—and have obtained—the same reliability from the small coach as with our larger Dennis machines."—A. Harris, Esq., Park Garage Co., Coventry.

The Dennis Ambulance



Dennis Ambulance in the service of the Lambeth Board of Guardians.



Rear View of Ambulance, showing arrangement of Interior.

Brief Specification of Ambulance Body

Local Government or similar type of body, of the best selected ash and oak framing with mahogany panels, or aluminium.

Two doors at rear, opening outwards, to give full clearance for stretchers. Two plate-glass embossed panels at each side; look-out window in the back door; ventilators in sides and roof.

Two stretchers, one above the other; top stretcher to be slung and run on a folding frame covered with stout canvas, with pillows complete.

Seat (tip-up) inside for sitting cases and attendant.

Windscreen; driver's cab with door at each side.

Provision for accumulators and tools; first-aid box inside.

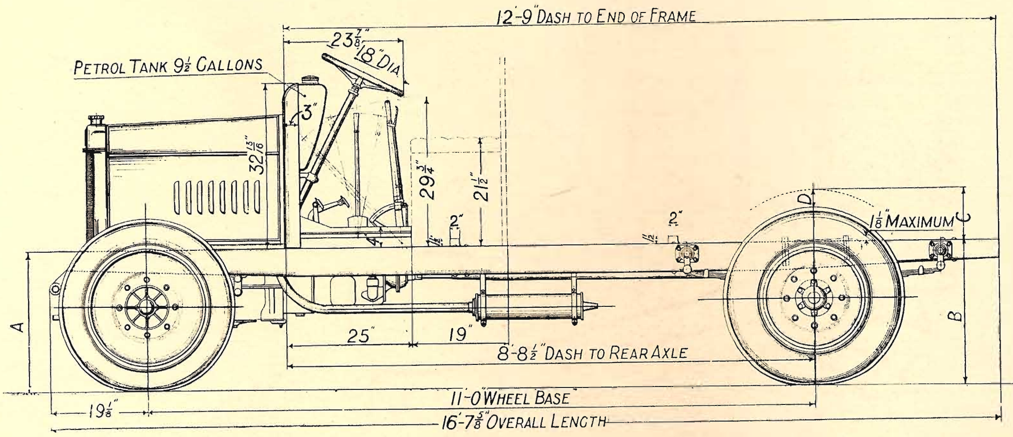
Driver's and inside seats upholstered and spring cushions.

Floor covered with lino.; waterproof roof; spare wheel attachment; mudguards, lamps, brackets, number plates, etc.; rear folding step; illuminated sign. The whole painted to choice.

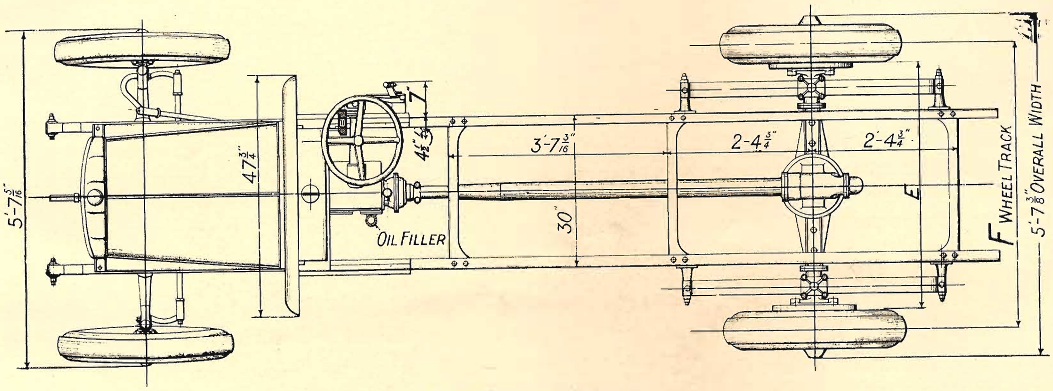
ALFREDO

Coachbuilder Drawings and Dimensions of

The 30 cwt. Dennis Chassis



Side View of Chassis



Plan View of Chassis

Dimensions of A, B, C, D, E and F :—

Cushion Tyres— 110 m/m for 720 m/m front ;
140 m/m for 720 m/m rear.

Pneumatic Tyres— 33 in. × 5 in. front ;
34 in. × 7 in. rear.

	Cushion Tyres.	Pneumatic Tyres.
A Height of loaded frame on centre line of front axle (approximate)	2 ft. $4\frac{7}{16}$ in.	2 ft. $5\frac{5}{8}$ in.
B Height of loaded frame on centre line of rear axle (approximate)	2 ft. $7\frac{7}{16}$ in.	2 ft. $4\frac{1}{4}$ in.
C Top of frame to underside of guard	$10\frac{1}{16}$ in.	$10\frac{1}{4}$ in.
D Top of tyre to underside of guard	$3\frac{5}{8}$ in.	$3\frac{3}{8}$ in.
E Width between wheels	4 ft. $2\frac{1}{2}$ in.	4 ft. $0\frac{1}{4}$ in.
F Wheel track	4 ft. 8 in.	4 ft. 8 in.

Dennis Bros., Ltd., Guildford

Established 1894

TERMS OF BUSINESS

GUARANTEE.—The Company guarantee that in the event of any part or parts of the Chassis (except as hereinafter mentioned) requiring replacement during a period of *six months from date of delivery* by reason of defects due to faulty material or bad workmanship, the Company will supply to the purchaser free of charge duplicates of such parts in exchange for those defective, and will forward such duplicate parts to any address in the United Kingdom, carriage forward, and, if the Purchaser desires it, the Company will also, upon being paid by the Purchaser the usual charges for the same, carry out all work which may be necessary in connection with fitting the Chassis with such substituted part or parts provided.

1. This Guarantee does not apply to tyres, electrical ignition apparatus, accessories or proprietary articles as to which the Company give no guarantee of any kind, either expressed or implied, nor to any component part supplied to the order of the purchaser differing from our standard specification. Neither does it apply to any Chassis not purchased either direct from ourselves or from one of our duly authorized Agents.
2. The benefit of this Guarantee is limited to the Purchaser of the Chassis whilst he remains the owner in possession thereof, and is not to extend to any other person.
3. The defective part or parts must be forwarded by the Purchaser, Carriage Paid, to the Company's Works.
4. Except as to the liability expressly undertaken by the Company in this Guarantee, they are not to be liable for any consequential or other damage arising from any cause whatever in connection with the manufacture or sale of the Vehicle or Chassis or any part of the same.
5. This Guarantee is given and accepted in substitution for and to the exclusion of any statutory or other guarantee implied by law.

DO CILIA &

DELIVERY.—All orders are executed strictly in rotation as received. It is to be understood that the Company is in no way liable for loss by failure to deliver by any special date. The Company will do its utmost to give delivery at the time promised, but in the event of Strikes, Lock-outs, Trades Disputes, Accidents, Fires, or other unforeseen circumstances, delivery may be suspended or delayed, and the Company cannot undertake under any circumstances any liability for such delay.

Delivery is made either at our Works in running order or F.O.R. Guildford Station—unpacked.

For export orders our cars are cased ; the packing and cases are charged nett cost price, and are not returnable.

On receiving goods, customers should carefully inspect, and in the event of damage, should make an immediate claim on the carriers for same. As goods are signed for as being received in good condition by the railway or shipping companies, the latter become the agents for the Purchaser ; the Purchaser pays all carriage charges, etc.

THE TERM " AGENT."—The term " Agent " is used in a complimentary sense only, and those firms whom we style our agents are not authorized to advertise, incur any debts, or transact any business whatsoever on our account, other than the sale of goods which they purchased from us ; nor are they authorized to give any warranty or make any representations on our behalf, other than those contained in the above guarantee.

TERMINATION OF CONTRACT.—Should we discontinue the manufacture of a vehicle of the type or model ordered, whether the estimated date of delivery has arrived or not, we are to be at liberty to return to the purchaser the deposit paid on the order and to declare the contract at an end, without any further liability on the Company's part to the purchaser.

ALTERATIONS AND IMPROVEMENTS.—This catalogue cancels all previous lists, and, although it embraces a carefully revised description of our vehicles, we reserve the right to alter or improve each part as may be considered advantageous, or to revise our prices, without further notification. Any such alterations and improvements shall not affect the validity of the contract, and we do not guarantee that vehicles supplied will be strictly in accordance with their specifications and drawings.

EXHIBITIONS.—Dennis Motor Vehicles and parts thereof are supplied on condition that they are not to be exhibited, or allowed to be exhibited, at any Exhibition or Show in Great Britain or Ireland, without our previous written permission, other than any Exhibition or Show held or approved, by the Society of Motor Manufacturers and Traders, Ltd., for exhibition of motor goods by its bond signers. It is hereby agreed that in the event of any breach of this provision, the purchaser will pay to the Company, as liquidated damages, a sum not exceeding £250, for every such breach.

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